

Concerns about HB 5452:

The special permit for an overweight vehicle that makes two trips a year and one that makes two trips a week is the same price (\$200), yet damages roads 52 times as often. That doesn't make sense.

The special permit for an overweight vehicle is dependent upon trip frequency, not road miles driven, so a trip by an overweight vehicle that drives one mile is priced the same as one driving 100 miles or more. That doesn't make sense.

The special permit for an overweight vehicle that is 1,000 pounds overweight is the same as a vehicle that is 10,000 pounds overweight. That doesn't make sense.

I suggest a pricing formula that takes into account miles driven x pounds overweight.

I also suggest the pricing formula takes into account engineering estimates that the amount of damage to roads is a result of overweight not squared, or cubed, but to the fourth power. That estimate is from a scientific analysis of damage caused by excess weight.

The proposed single trip permit fee of \$100 is only about \$27 more than the 1997 fee of \$50, after adjusting for inflation. Furthermore, the Michigan Auditor General reported an MDOT estimate of \$14.4 million in damages to roads and bridges in 2007 caused by overweight vehicles. USDOT estimated damage at \$22.9 million. According to the House Fiscal Agency, the proposed bill would return 8.8 million in permit fees. That's only 61% of the seven-year old MDOT estimate and only 38% of the seven-year old USDOT estimate. This doesn't even cover costs.

Concerns about HB 5453:

Civil fines contained in the proposed bill do not take into account the damage done to roads and bridges I explained in detail in my discussion about HB 5452.

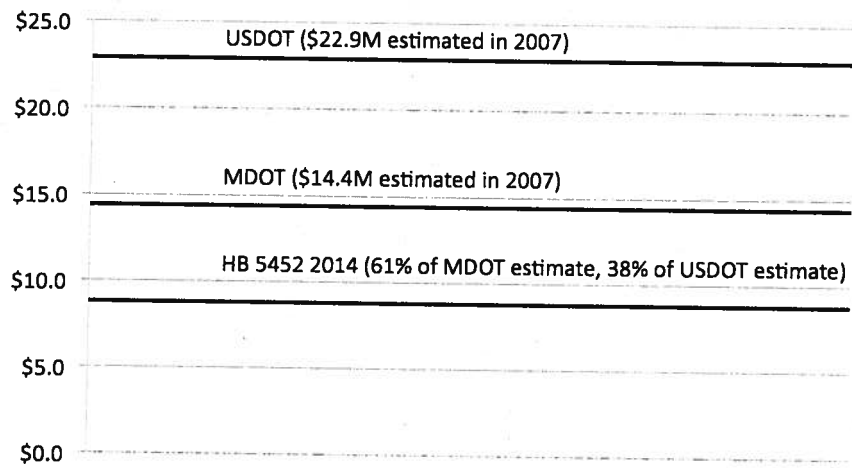
I suggest that the vehicle that is found overweight pay the special permit fee and be fined an additional punitive dollar amount equal to that special permit fee.

I hope you amend the bills to take into account existing data and the points I've tried to make.

Sincerely,

Phil Lombard
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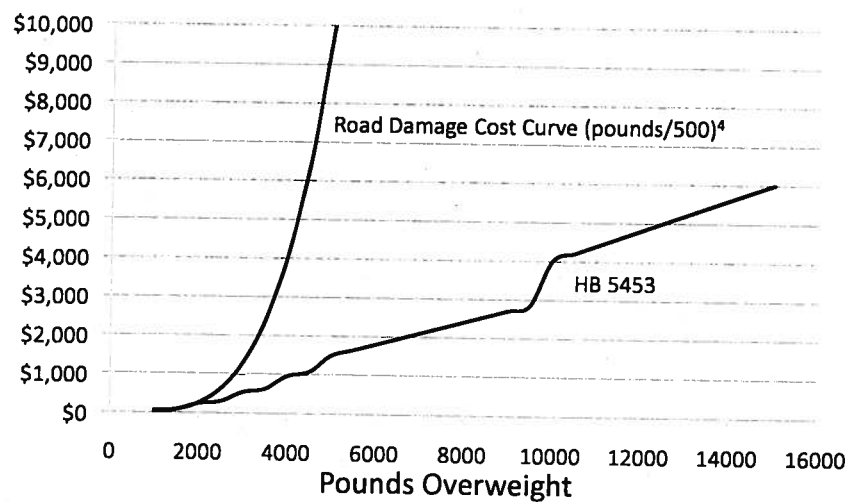
Annual Estimated Damage to Roads and Bridges by Overweight Vehicles (\$ in Millions)



Slide by Phil Lombard

Sources: Michigan Auditor General Report 551-0144-06, House Fiscal Agency Analysis of HB 5452

HB 5453 Civil Fine vs. Road Damage Cost Curve x^4



Slide by Phil Lombard

Source: Michigan Auditor General Report 551-0144-06